

ABSTRACT

A rail used as a torsional stop for the valve train of an internal combustion engine is disclosed. The rail includes spaces (10) which are arranged in a row spaced apart at a distance from one another within the rail (8) and accommodate inserted valve lifters provided as roller tappets (9). Two parallel torsional stop areas (15) are configured on the outer surface of each roller tappet (9) in the form of planar flattened zones in order to secure the roller tappet (9) against rotation about the central longitudinal axis thereof. The torsional stop areas (15) rest against guide areas of the rail (8), which are located inside the associated accommodating space (10). An insertion opening, indicated as a keyhole (11), into which the respective roller tappet (9) is inserted in a direction of the longitudinal axis thereof before being displaced parallel to the axis towards the guide areas of the rail (8) used as the torsional stop and then once again being moved in the axial direction, is assigned to the accommodating space (10) of the rail (8). A protruding catch is disposed in the area of the recess (10) of the rail while a radial groove (17), which engages around the catch of the rail (8) when the roller tappet (9) is displaced parallel to the axis thereof, is incorporated into the roller tappet (9) in a region of the torsional stop area.